



ATLANTIC FISHERMAN

VOL. XVI

Registered U. S. Patent Office
APRIL, 1935

NO. 3



*By Large Operators
as well as
Individual Fishermen*

**Discovered! the Most
Rope Service
for the Money -**



Equipment means investment. Many of the largest fishing companies who operate their own fleets of trawlers standardize on Columbian gear because Columbian gives them the greatest return on their cordage investments. These big operators keep accurate cost records which prove that Columbian gives them the most service for their money.

Individual fishermen, who aim to make every penny count, also ask for Columbian. While many do not keep cost records, they do make a mental note that Columbian gives them longer service.

Fishermen generally appreciate the advantages of Columbian waterproofing and are more than satisfied with the unusual manner in which Columbian stands up under all conditions.

Columbian Rope Company

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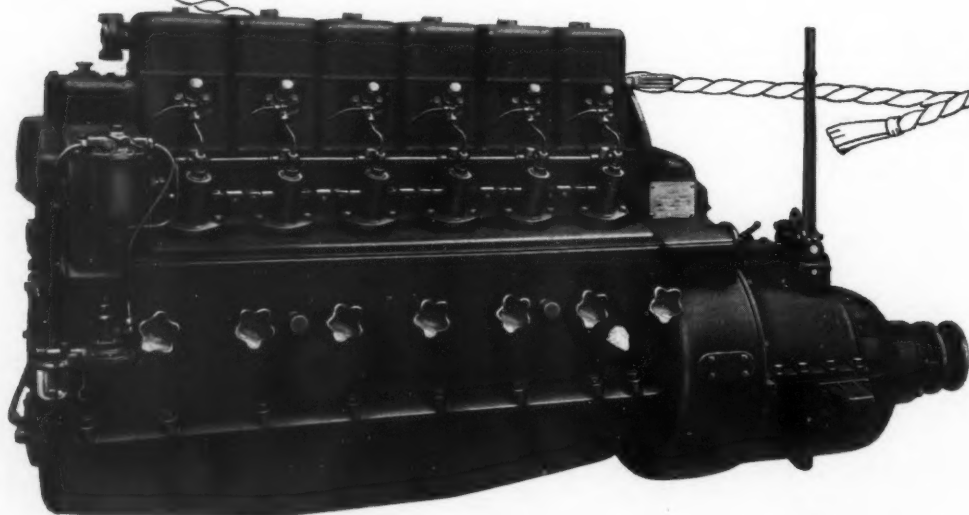
Boston

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COLUMBIAN TAPE MARKED **ROPE**
PURE MANILA

FROM KETCHIKAN TO THE BANKS

IT'S A *fisherman's* DIESEL



Whether they're plowing through Juan de Fuca or buckling a Banks fog off Sable, masters of craft fitted out with F-M Model "36" Diesels will tell you that they're mighty comfortable engines to have below-decks in any kind of seaway.

Plenty of reserve power—plenty of stamina—easy to start—simple in design—dependable when she's out at sea, miles from service and help. That's the F-M Model "36"!

Built-in reduction gear gives slow speeds for trolling, but at a touch she's delivering full power for a fast

run into market. Light in weight, the F-M Model "36" comes in a wide range of sizes up to 160-hp., to fit every fishing, tender and workboat need.

To get the complete story on how they can cut operating costs and deliver full satisfaction on every trip to sea, write Fairbanks, Morse & Co., General Offices: Chicago. New York—Boston—Baltimore—New Orleans—Jacksonville—Los Angeles—San Francisco—Portland, Oregon—Seattle. Branches with service stations in principal ports.

Pioneer
Designers
and
Manufacturers
of



FAIRBANKS-MORSE
DIESEL ENGINES

OVER 2,000,000 HORSEPOWER
NOW IN SERVICE

POWER, PUMPING AND WEIGHING EQUIPMENT

105 Years

6360-OA27.445

A good **CATCH** *depends* on your engine, *too!*

IT'S engines that take you out to where they're running. It's engines that bring you back in time to catch profits on a rising market. Then why run the risks of having a balky engine lose you a good catch of fish, and the profits you should have, too?

*"Good Oil" is
not enough*

Marineservice demands
oil of unusual stamina.

Texaco Marine Products have demonstrated their ability to keep engines running smoothly; mini-

mize upkeep costs for repairs and maintenance, lower lubrication costs. Fleet owners and independent operators who are now securing these benefits, prove the superiority of Texaco Marine Products for all types of marine engines.

Texaco Marine Products are available at every port. You will also find an experienced Texaco marine engineer ready to help you select the fuels and lubricants best suited to your boat.

THE TEXAS COMPANY
Marine Sales Division
135 East 42nd St., New York City



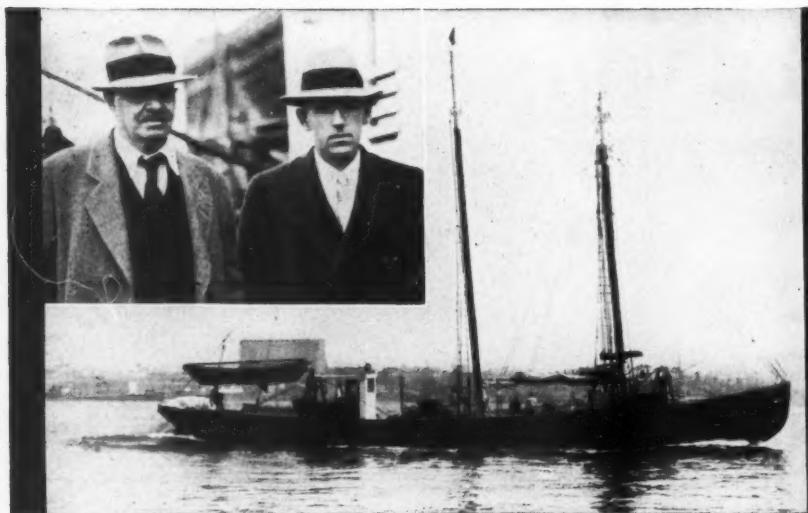
TEXACO *marine* **LUBRICANTS**

TEXACO FIRE-CHIEF GASOLINE * TEXACO MARINE MOTOR OILS * TEXACO WATER PUMP GREASE * TEXACO THUBAN * TEXACO CUP GREASE * TEXACO OUTBOARD GEAR LUBRICANT * TEXACO URSA OILS FOR DIESELS

REFINERY TESTED FOR UNIFORMITY . . . SERVICE TESTED FOR ECONOMY



NEVER A DELAY



The picture at the left shows the dragger *Rainbow* out of Boston. She is 100 ft. in length, has a 22 ft. beam and 10½ ft. draft. She has accommodations for 12 men and a hold capacity of 100,000 pounds. Captain J. O. Brigham, owner of the *Rainbow* is the gentleman at the left. Captain Alphonse Daly, her skipper, is at the right.



FROM ENGINE TROUBLE!

The Boston dragger "Rainbow," owned by Captain J. O. Brigham and skippered by Captain Alphonse Daly, is powered with an ATLAS MARINE DIESEL which has been in service for 5½ years. Her owner is a man of keen judgment. He has been a skipper for 46 years and his judgment has a background of many years of experience. Here is what he has to say about the ATLAS DIESEL:

"In my estimation the Atlas Imperial Diesel is the best engine built. When engaged in dragging, as our boat is, the engine must run continuously night and day from the time the boat leaves shore until she returns. The boat is usually out

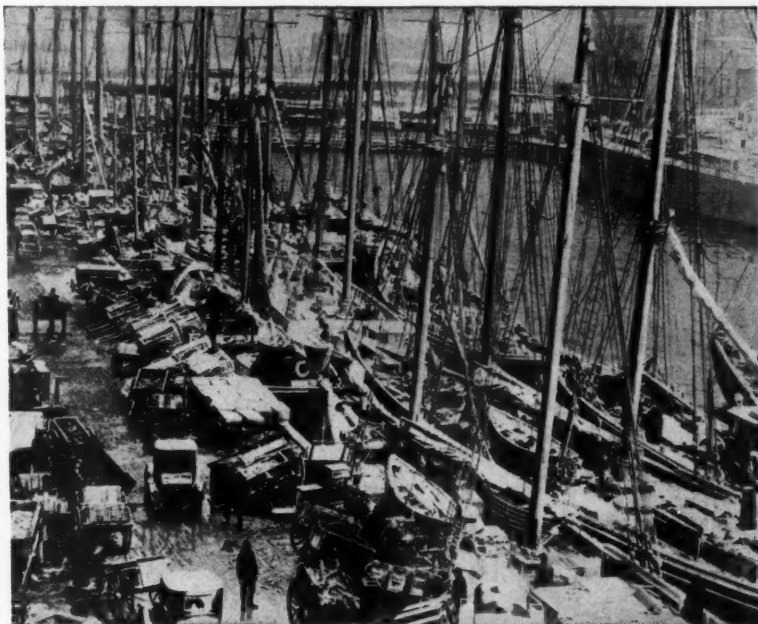
10 or 11 days at a time, during which period the engine is always warm. Dragging gives an engine one of the hardest forms of work it can be called upon to perform. During her many trips, in all kinds of weather, the 'Rainbow' has never been delayed by engine trouble."

Since a Diesel engine is, usually bought on the satisfactory experience of another user, we especially appreciate the opinions of Captain Brigham. Hundreds of Atlas Diesels are in daily service, operating out of nearly every American port. Talk to any man who owns one and then write or stop in to see us.

ATLAS DIESEL ENGINE CORPORATION
115 BROAD STREET
NEW YORK

ATLAS IMPERIAL

Reserve Capacity for the EMERGENCIES!



Underwood & Underwood

THE ability of these boats to earn a profit depends, in a very large measure, on the dependability of their equipment—especially in the emergencies.

And it's in the emergencies, which every fisherman meets, that Willard Reserve Capacity proves its worth—where that extra ability to perform may mean the difference between profit and loss for you.

Willard Marine Batteries will start your engines *quickly*, handle your auxiliary

power requirements, your lights and other accessories *dependably, economically*—and over an exceptionally long period of time. *You can depend on them.*

And you can depend on Willard service too. You will find it quickly available wherever you dock.

Willard

Willard makes a complete line of Marine Batteries with a wide range in price and types to fit every need.

WILLARD STORAGE BATTERY COMPANY • CLEVELAND, OHIO • MARINE DIVISION



**TESTED
MATERIALS**

**UNIFORM
CONSTRUCTION**

**SAFETY
STANDARDS**

**PLUS
LOYALTY**

The quality of Plymouth Ship Brand Manila Rope is dependent on tested materials, uniform construction and safe practice standards. But back of these, supporting and sustaining them, are found certain intangible elements which are as much a part of the rope as fiber and workmanship.

One of these "hidden" values is *Loyalty*—the loyalty of the Company to the ideals of the men who founded it over 110 years ago—loyalty toward dealers who trust Plymouth Quality to make and hold customers—loyalty to those rope users whose safety and livelihood may depend upon the strength of Plymouth Rope.

This unseen element—*Loyalty*—is another reason why Plymouth Ship Brand Manila Rope is trusted by fishermen for boat and fishing gear.

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NORTH PLYMOUTH, MASS. AND WELLAND, CANADA
SALES BRANCHES • NEW YORK • BOSTON • PHILADELPHIA • BALTIMORE • CHICAGO • CLEVELAND • NEW ORLEANS • SAN FRANCISCO



Loyalty is but one of the hidden values in Plymouth Rope. Further advertisements will disclose others of equal importance.

PLYMOUTH -

the rope
you can **TRUST**



Bliss Brothers store in Boston, which carries a complete line of marine hardware. The gentleman in the doorway is W. L. Winchenbaugh, the popular proprietor.

"All fishermen like EVEREADYS!"

—says Mr. Winchenbaugh, of Bliss Brothers

Bliss Brothers, established in 1872, have been selling Eveready Batteries to the Boston fishing fleet for over 20 years.

W. L. Winchenbaugh, the proprietor, said recently, "We sell a lot of Eveready Hot Shots, No. 6 Dry Cells, and flashlights. Many fishermen who have used other kinds of batteries come here and ask for good batteries—which to them means Evereadys. All the fishermen like Evereadys."

And that's just as true of the fishermen out on the Pacific, or down the Florida coast, Mr. Winchenbaugh, as it is of the men up in Boston. Fishermen everywhere have learned, through experience, that "you can't beat a long-lasting, dependable Eveready!" They're just plain tough!



Eveready Hot Shots give you long, dependable service when used for ignition on your winch motors and engines. They're weather-proof and come in three sizes: 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signaling devices and general utility purposes. They are also waterproof and need no protection when lashed to a marker.

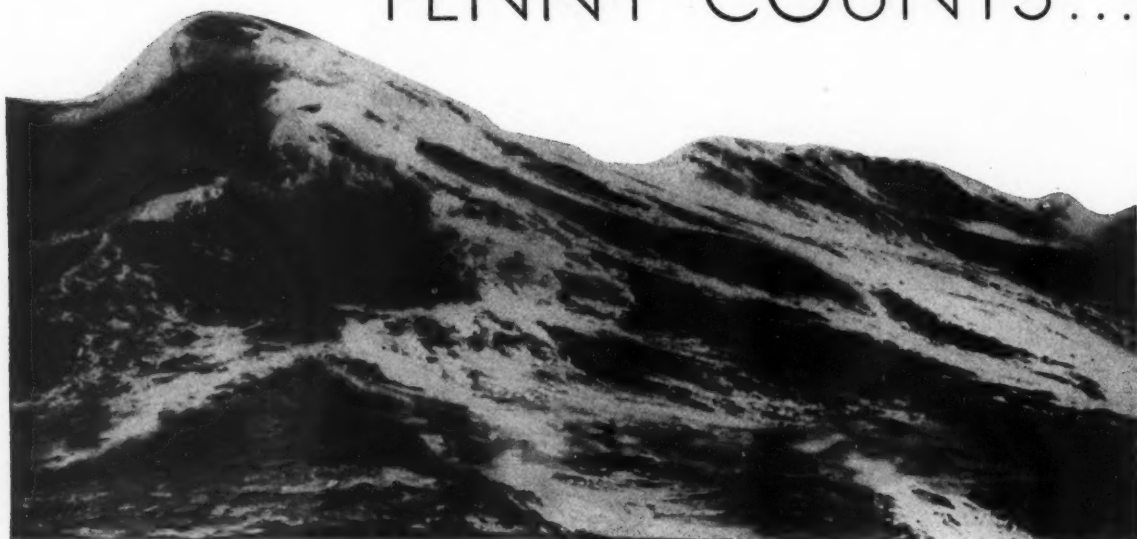
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General Offices: New York, N. Y.

Branches: Chicago, San Francisco

Unit of Union Carbide **UCC** and Carbon Corporation

IN SEA SERVICE, EVERY PENNY COUNTS...



that's why you need an Exide Marine Battery

In buying a battery for sea service, it's easy to guess wrong—especially when you're trying to economize. All batteries look very much alike, and most of them perform alike—in the beginning.

But give an Exide long, hard service, ask it to *deliver* day after day, heat it up in an engine room, fall back on it in an emergency—and you'll discover what your battery dollars have bought. You'll discover that an Exide saves you money with its long life, dependable power and freedom from trouble.



There is an Exide Marine Battery for every size of craft and type of installation. Exide-Ironclads now have the new Exide Mipor Separators, at no increase in price. Exide Mipor is immune to heat and unaffected by the electrolyte—it is the permanent storage battery plate insulator. Why not ship an Exide Marine Battery and save money?

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers
of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto



Exide

IRONCLAD

MARINE BATTERIES

WITH EXIDE MIPOR SEPARATORS

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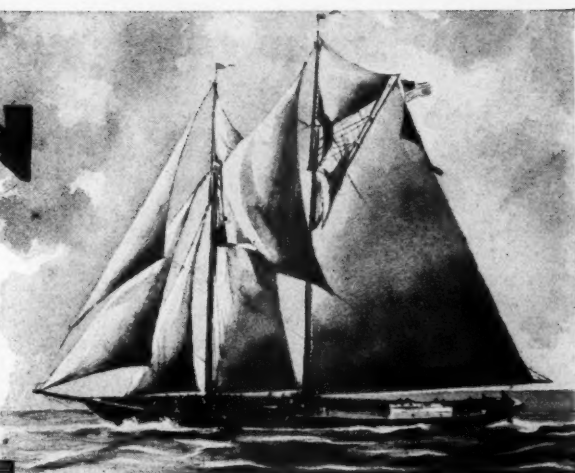
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Two Governors Urge Upon President Necessity of Tariff on Fish

WHEN Governor Brann of Maine returned from Washington on March 26, after addressing the Committee on Reciprocal Information and the Presidential Commission on tariff, he addressed a communication to Governor Curley of Massachusetts, as a result of which Governor Curley stated that he would accompany the Maine Governor to Washington to consult with the President on the subject of tariff.

Maine and Massachusetts fishermen especially would receive a severe blow from a reciprocal trade agreement with Canada, and the Governors of these States feel the necessity of impressing upon President Roosevelt the importance of at least maintaining the present tariff schedule on fish.

As a result of a meeting of representatives of Massachusetts fishing industry in the State House on March 28, the following resolutions were sent to President Roosevelt, Vice-President Garner, the New England delegation in Congress, and others:

"That it be the sense of the citizenship of Massachusetts as represented at a meeting of the Governor's Council and representatives of the fishing and allied industries,

"That the continued existence of the fishing industry requires the adoption of such tariff schedules and other limits as will exclude the fish products of other countries where our standards are disregarded, thereby making it impossible for Americans to compete.

"We recommend the adoption of these resolutions in order that work be provided for the unemployed of America rather than citizens of other countries."

Tariff hearings commenced in Washington on March 18 when a score of speakers for the New England fishing, agricultural and forest products industries were ready to take the witness stand before the Committee on Reciprocity Information to fight lower restrictions on competing Canadian products.

Representative A. Piatt Andrew of Massachusetts laid before the Committee a petition signed by the entire delegation in Congress from the New England states, Republicans and Democrats alike. It said in part:

"In the opinion of the undersigned it is absolutely essential for the recovery of the fisheries industry that there be no reduction of present tariff rates upon fish and fish products.

"Increased duties with greater protection will mean the growth of this great industry and a return of better times for all connected therewith.

"Any penalty to the fisheries industry is of widespread moment because of the millions of dollars spent annually for ship construction, shipyard repairs, engines, nets, gear, fuel, ice, tin and wood boxes, barrels, transportation, food, etc.

"We respectfully urge that your committee grant no reduction."

Cooperative Publicity

SOON after the formation of the Fish and Sea Food Institute of the United States, five fish wholesalers in Chicago pooled a fund for the purpose of doing some direct advertising. These five houses went into a radio broadcasting campaign on February 18, using station WMAQ at 3 o'clock Monday, Tuesday, Wednesday, Thursday and Friday afternoons, lasting 15 minutes on Wednesday and Thursday and 5 minutes on the other days.

Beginning with March 18 the program was being sponsored by fifteen houses instead of the original five. This cooperative effort is producing outstanding results of immediate benefit to those participating, tying in as it does with the publicity campaign which is functioning under the supervision of the Fish and Sea Food Institute. It is increasing the consumption of fish by giving the consumer information about fish and sea foods and the preparation of them as a regular part of the menu in the average home.

Tampa, Florida

Eighteen fish dealers of Tampa, Florida, last month joined together in launching an active "Eat More Fish" cooperative campaign in the local newspapers of that city. These advertisements tell of the large selection of fish in season found in Tampa markets. Several of the fish dealers have reported increased business ranging from 10 to 20 per cent since the campaign was inaugurated.

New York

A determined drive to make New Yorkers eat fish four times a week instead of only on the traditional Friday is being made by the Mutual Fish Dealers Association. The entire seafood industry representing wholesalers, brokerage houses, filleting, smoking, freezing, storing and trucking firms, and retailers, collectively doing an annual business of over \$50,000,000 in the metropolitan area, are behind the drive to make the eating of fish more popular and to spread consumption more evenly through the week.

Massachusetts Governor Outlines Program To Increase Consumption of Fish

By Gardner Lamson

AS a result of meetings of representatives of the fishing industry held in Boston last month, Governor James M. Curley on March 21 placed in the mail an order to every head of a State institution.

First, to immediately increase in every way possible the use of fish as a food and decrease in every way the use of meats.

Second, to file with the Governor and Council on May 1 a comparative statement showing the saving, if any, resulting from the increased use of fish.

At that time the Governor invited representatives of the Gloucester fishing industry to meet with him on March 27 for the purpose of formulating a plan of action which will bring about an increased use of fish as a food.

Chief spokesmen for the fishing industry at this meeting were C. J. Halligan, Jr., and E. H. Cooley, who commended Governor Curley for taking the initial step in the movement to aid a major Massachusetts industry.

Mr. Cooley said the industry had been damaged by "fish coming here over too low a tariff wall".

In addition to the orders sent out by Governor Curley for the increased use of fish in State institutions, the Governor outlined the following program:

An intensive program of advertising and education to be arranged by the State Division of the Necessaries of Life, the Division of Fisheries and Game, the Division of Marine Fisheries, and the Division of Marketing of the Department of Agriculture:

Proposed employment of between 500 and 1000 ERA workers to conduct a house to house canvass to promote increased consumption of fish.

Proposed employment of ERA workers, skilled in domestic sciences, to instruct stewards in State institutions in various methods of serving fish, and

Proposed increase in the use of fish in city and town institutions.

Commissioners Winifred Overholser, Department of Mental Diseases, Arthur T. Lyman, Department of Correction, and Richard K. Conant, Department of Public Welfare, agreed when they were assured by various representatives present, including Thomas J. Carroll, of Gorton-Pew Fisheries, and Capt. Benjamin Curcuru, both of Gloucester, that no difficulty would be encountered in the delivery of fresh fish.

At this point the Governor instructed Messrs. Halligan and Cooley to confer with the State Emergency Relief Administrator to arrange for workers for the house to house canvass.

Thomas Carroll of the Gorton-Pew Fisheries declared that only on March 27 his firm had sent 140 barrels of mackerel to North Carolina for use in the institutions in that State and what was all right for No. Carolina should be all right for Massachusetts.

State Purchasing Agent George Cronin, who purchases more than 450,000 pounds of fish for various State divisions, said he would immediately begin making larger purchases to meet the increased State demand.

Offers Amendment to Ship Mortgage Act

Representative A. Piatt Andrew of Massachusetts and Sirovich of New York on March 14 urged the House fisheries committee to approve an amendment to the ship mortgage act which would make its provisions applicable to ships of less than 200 tons.

Sirovich, author of the amendment, said it had been introduced at request of the Reconstruction Finance Commission in order to make possible Reconstruction Finance Corporation loans to the fishing industry.

The amendment also was approved by Albert Gould, Boston maritime lawyer, who was retained by the Reconstruction Corporation to devise means by which it could legally make loans to the fishermen. The amendment was drawn as a result of his study, Gould said.

Andrew said legislation passed with the intent of aiding fishermen had brought no practical result. He said the amendment would make it possible for the Reconstruction Finance Corporation to grant loans to the fishermen and still comply with the law.

Propeller Club Sees Fisheries Pictures

At a meeting of the Propeller Club Port of Boston held at the Essex Hotel on March 28, Fishermen's Night was observed with a program arranged by James Grieg of the Booth Fisheries Corp. The feature of the evening was the showing of a reel of pictures on the fishing industry by Mr. Grieg. These pictures, which the Booth Fisheries has been preparing for past several months, illustrated the handling of fish from the time it was taken from the ocean to when it was placed on the table ready to eat.

Mr. H. F. Robinson, Boston Manager of the Booth Fisheries, gave a very interesting address on the Fishing Industry. He demonstrated a model of the net used in fishing operations.

Each of the ninety persons present were given one of Booth's "Tastyloins", a specially prepared fillet, as well as a descriptive booklet containing recipes.

First Mackerel

The first mackerel of 1935 have been taken. The fish were caught on Western Bank, miles from the usual haunts of the advanced mackerel schools.

To the crew of the beam trawler *Brant* goes the honor of the season, who took 35 medium mackerel in the drag the second week in March.

In the corresponding week a year ago a few mackerel were received in Boston from the South, being caught by the dragging fleet and weighing one to two pounds each.

Big Week at Pier

During the week ending March 21 there were 166 arrivals at the Boston Fish Pier with 8,810,200 pounds of groundfish. This is about 200,000 pounds less than the all time record of February 27, 1930 when 9,037,600 pounds were landed by 147 boats.

In the corresponding week of 1934 there were 158 arrivals and receipts of 6,645,000 pounds.



Captain John Steele of the "Wm. J. O'Brien" owned by R. O'Brien & Co. of Boston.



Captain Nelson Amero, skipper of the dragger "Doris F. Amero" of Gloucester.

Fishery Advisory Committee Appointed for the Department of Commerce

Washington Correspondence

SECRETARY Roper on March 25 announced plans through which he hopes to see the American fishing industry restored to a normal degree of prosperity. In making this announcement the Secretary said that he felt a greater general use of fish to supplement the present American diet will constitute an important factor in improving the health of the people through a better balanced nutritive diet.

As the first step in these plans, the Secretary announced the appointment of a Fishery Advisory Committee for the Department of Commerce. The Committee is headed by Bernard Macfadden of New York, publisher, food expert and physical culturist. The other members appointed by the Secretary of the Committee give the group a geographical, industrial, scientific, health and marketing and distribution representation. The list is as follows:

Dr. Henry Bryant Bigelow, zoologist and oceanographer, Professor of Zoology, Harvard University; Dr. William Weston, M. D., Child Specialist, Columbia, South Carolina, an authority on the food and dietetic value of fishery products; John J. Pelley, President, Association of American Railroads, Washington, D. C.; John C. Veatch, Portland, Oregon, lawyer and chairman of Oregon Fish Commission; Mrs. Grace Morrison Poole, President, General Federation of Women's Clubs, Washington, D. C.; Mrs. B. F. Langworthy, National President of National Congress of Parent-Teachers, Chicago, Illinois; Captain Val O'Neil, Fish Pier, Boston, Massachusetts, President, Fishing Masters Association; L. H. Smith, Smith Brothers, Port Washington, Wisconsin; Nick Bez, Gig Harbor, Washington, and Juneau, Alaska, Alaskan fisherman and canneryman; Captain Austin E. Lathrop, Glacier Sea Foods Company, Cordova, Alaska; Gardner Poole, refrigeration technician and affiliated with Birdseye Frosted Foods Corporation, Boston, Massachusetts; Dr. R. V. Truitt, College Park, Maryland, President, National Shellfisheries Association; Professor of Agriculture, University of Maryland; Harden F. Taylor, President, Atlantic Coast Fisheries Company, New York City; Frank E. Welles, President and Owner of the E. E. Saunders & Company, Pensacola, Florida. R. P. Fletcher, President, Booth Fisheries Company, Chicago, Illinois; Frank E. Booth, President, F. E. Booth Company, Los Angeles, California; E. B. McGovern, President, McGovern & McGovern, salmon brokers, Seattle, Washington; President, Pacific Canned Salmon Brok-

ers Association; G. P. Maggioni, L. P. Maggioni & Company, Savannah, Georgia; A. C. Willford, Waterloo, Iowa, conservationist, President, Iowa District, Izaak Walton League of America, Inc.; O. G. Dale, conservationist, Secretary, Salt Water Anglers of America, New York City.

The Secretary also announced that he had invited the following to serve as ex-officio members of the Fishery Advisory Committee:

Senator Royal S. Copeland, Chairman, Senate Finance Committee; Congressman Schuyler Otis Bland, Chairman, House Committee on Merchant Marine, Fisheries, and Radio; Congressman Ralph O. Brewster, member of House Committee on Merchant Marine, Fisheries, and Radio; Delegate Anthony J. Dimond of Alaska; Frank T. Bell, Commissioner of Bureau of Fisheries, Department of Commerce.

In announcing the steps that are to be taken to restore a prosperous situation within the fishing industry, Secretary Roper said:

"Congressional enactments charge the Secretary of Commerce, through the Bureau of Fisheries, with the development, promotion, and regulation of the fisheries of the United States and its territories and dependencies. In order more effectively

to fulfill this mandate, the Secretary has appointed this Committee whose functions will be to advise and counsel with him on broad problems of research, scientific developments, catching, canning, and marketing of fish, the stabilizing of the industry, the general welfare of fishermen, and the nutritional aspects of fish as a foods product.

"In addition to the economic phases of this situation, the Fishery Advisory Committee is being asked to give particular attention to the food values of fish as a contribution to the health of the entire nation. Seafoods are rich sources of minerals because ever since there have been land and water the minerals of the land have been steadily carried down to the sea through streams. Of the six most important minerals in the diet of man, most fish or seafoods have five and some six. The per capita consumption of fish in the United States is lower than that of any other important country, thus creating a significant opportunity for a greater use of fish as a food."

Current studies made by the Bureau of Fisheries reveal that in the present upward trend of food prices, fish and seafoods have advanced less than many other items of American diet.



The "Venture II", Capt. Fred Surette, owned by Capt. William Westerbeke, and the "Cambridge" Capt. Johansson, owned by Trawler Cambridge, Inc., photographed at the Boston Fish Pier from the deck of the schooner "Joffre", Capt. Leslie Mathews, owned by O'Hara Bros. Co.

Maine Considers Compromise on Double-Gauge Lobster Law

By Alfred Elden

EARLY this month the Sea and Shore Fisheries Committee was considering a compromise whereby the minimum length of lobsters now in effect under the double gauge law will be retained and the maximum length will be altered so as to permit unlimited taking of male lobsters but restricting the taking of females to the present maximum. The original proposal made to this Legislature was to amend the present law by increasing the minimum length over which lobsters may be taken by half an inch. This proposal, supported by eastern Maine lobstermen, was opposed by the western Maine lobster interests. To effect a compromise the western Maine lobstermen agreed to open the maximum limit on male lobsters and the Eastern fishermen agreed to retain the minimum length now in effect.

Research Commission

A bill providing for an appropriation of \$10,000 to be used in establishing a research commission to investigate conditions pertaining to sea and shore fisheries was supported by Commissioner Stobie of the Inland Fisheries and Game Department and Howard Mendall of the Biological Department of the University of Maine.

Marking Spawn Lobsters

Opposition was expressed by Elroy Johnson and other fishermen to provisions of a bill for marking of spawn lobsters by cutting the middle flipper, although they approved of the bill in other respects. They told the committee the marking provided under the bill would injure the lobster.

Ground Fishing

Frequent heated disputes marked arguments advanced last month before the Maine Legislative committee on Sea and Shore Fisheries conducting a hearing on a bill which would close a section of the coastal waters to ground-fishing except by handtrawls and ordinary hooks and lines.

The bill provided for closing coastal waters from Damariscove to Monroe Island to fishing for cod, haddock or other ground-fish except by hand equipment. It was opposed by a group of "drag-fishermen" who said their equipment represented an investment total of \$600,000. They said their in-



The "Zacatecas", owned by Capt. A. W. Pike of Lubec, Maine. She is 42 x 10½ and is powered with a 50 hp Sterling engine. Capt. Pike uses the boat for offshore fishing on Grand Manan banks and Marblehead Banks.

vestment would provide them no return, if the bill were enacted, during a three-month period each year.

Proponents of the bill charged the activities of the drag-fishermen were spoiling fishing opportunities of other fishermen and were reducing the number of fish through interference with spawning grounds.

Clam Bills

No opponents appeared to a bill which would repeal the statute providing for the regulation by towns of the taking of clams. A large group of proponents, led by Bradford C. Redonnett, Wiscasset attorney, told the committee the closing of clam-flats to non-residents by some towns would work a hardship on clam-diggers dependent on their work to stay off relief rolls.

Sleeper, of Rockland, appeared in favor of the bill, telling the committee town regulation might easily lead to hardship on canners as well as clam-diggers.

Rogers, of Brunswick, appearing in support of a bill designed to further propagation of quahogs, told the committee he believed "eventually the clam industry might be more valuable to Maine than the tourist trade."

Sardine Herring Bill

There is also a bill providing for standard measurement of sardine herring by the packers when they buy them. Under the present system, in force but a few years, packers pay the fishermen on the basis of the amount of fish packed out. This bill would also compel payment in cash or a 30-day note on delivery of fish.

Feyler Forms New Corporation

Feyler's, Inc., is the name of a new corporation which has been organized at Rockland with a capital stock of \$100,000 and a common stock of \$100,000. Rodney E. Feyler of Thomaston, who was recently appointed Commissioner of Sea & Shore Fisheries, is president; Sumner P. Whitney of Rockland is treasurer, and James E. Connellan of Rockland is clerk. On the Board of Directors with these three officials are Sherman F. Jameson of Friendship and C. B. Carver of Rockland.

Machiasport to Have New Industry

Machiasport is to have a new industry. Captain H. T. Flynn has bought the holdings of the Booth Fisheries Co. here, including the wharf at Indian Cove, four smokehouses, the Larrabee fish weir privilege and the Booth interest in Salt Island, together with all the boats, smoke sticks and tackles connected with the smoking business formerly owned and operated at Indian Cove by the Booths. Captain Flynn intends filling all the houses to capacity. The stand has an output capacity of 30,000 boxes of boneless smoked herring and with a pickling and salt fish business added promises to be one of the major industries of the town.

Maine Coast Fisheries Now on Its Own

A telegram was received at Eastport by David L. Blanchard, superintendent of the local Maine Coast Fisheries sardine fac-



The "Novelty", owned by Capt. Cass Brackett, Monhegan Island, Maine. She is 61 feet long and is powered with a 45 hp Fairbanks-Morse engine and equipped with Hyde propeller and Willard battery. She is engaged in fishing in the Winter and in the Summer is used for parties and freighting.



The "Marilyn M", owned by Sheldon Green of Grand Harbor, N. B., lying at the wharf of S. L. Wadsworth & Son, Eastport, Maine. She is 43 x 11, and is equipped with Hyde propeller, Willard battery and Plymouth rope.

tory, stating that it would not be operated this year and directing him to sub-lease if opportunity offered. The lease expired April 1. It is well understood that the discontinuance of canning sardines is a logical result of the withdrawal of ERA support from the Maine Coast Fisheries, a step decided on at Portland February 7.

New Officers Elected

Following the retirement of ERA from the Maine Coast Fisheries its former directors resigned and were replaced by Clarence D. Wallace of Cutler, George O. Beal of Jonesport and C. Olcott of Portland. Mr. Beal is chairman. He gave up his own salt fish business and offered free use of his wharf facilities. Treasurer C. Olcott, who is also general manager, has had a long and successful experience as a marketing expert. Mr. Wallace has been a fisherman and has had long experience as a lobster and fish buyer. Arthur L. Sullivan is an expert clam man and knows the clam game from all angles. Ernest O. Dyer has been handling fish for a quarter of a century and should also be a valuable member.

Burnham & Morrill Start Spring Canning

The Burnham & Morrill Co., at East Deering, began their Spring canning season on March 27 with the arrival of the first of the Diesel trawlers of the O'Hara fleet of Boston, the *Georgetown* from the fishing banks. She was followed a few days later by the *Notre Dame*. Before the season ends this company expects to handle about 10,000,000 lbs. of fish.

Snow Canning Co. Starts Spring Season

The F. H. Snow Canning Co., Pine Point's only real industry, has started its period of Spring canning of clam chowder and clam cocktails and will give employment to about 50 men and women for two months.

"I believe", he said, "that we have more clams this season from Boston to Eastport than for many years. Clam flats need to be worked, dug over frequently, for the best results. If you close a flat for any length of time the clams die. As proof of this let me say that here around the Scarborough River the famous flats are simply full of clams. To my way of thinking this has been brought about because of the constant digging. For several years half a hundred men have dug for clam worms.

Blood Worms and Sand Worms

"There are two varieties of these, the blood worm and the sand worm. They are unsurpassed for bait and hundreds of thousands of them have been shipped away to the New York markets. They were packed in seaweed in boxes holding about 500 and rushed daily by refrigerator car to New York where they arrived alive and squirming.

Two Wolverine Engines Being Installed

The Fred F. Boyce Machine Co. is installing a 150 hp Wolverine Diesel engine in the *Pofisco*, and a 60 hp Wolverine Diesel in the *Onward III*, both owned by the Portland Fish Co.

Vineyard Fishermen Convinced Cod Have Become Educated

By J. C. Allen

Around the latter part of March
When pinkletinks begin to sing,
Old folks would say: "The cod have come,
We're going to have an early Spring."

AND the old notion prevails today, for coincident with the piping of the pinkletinks, or pollywogs, or whatever anyone wants to call them, the cod appeared on the inshore ledges just as they have done since Walmsley was hung. This is a real indication that Winter is over, for which the Lord be praised.

March has not been a particularly lucky month in these latitudes. Not that it has been so tough either, but a mixture of this and that keeping all hands stroking to avoid going to looward. Nevertheless, the luck is picking up as the month goes to looward, and things do not look half bad.

Yellowtails Bring Good Prices

The fleet operating in these latitudes has been in pursuit of the yellowtails during the entire month and it is a fact that the body of fish has worked inshore slowly but steadily from week to week, reducing the cruising distance from twenty-five and thirty miles to fifteen or less in the course of five weeks.

These fish have laid deep, what we mean, and the price has not been half bad most of the time. Fair weather has generally caused an oversupply and all hands know how cussed difficult it is to persuade the public to eat fish if they don't want it, and so, the price has dropped at such times.

Cod Have Become Educated

The blackbacks have begun to run and have increased in quantity and widths for some time so that the boats are really bringing in quantities worth mentioning as the end of the month tails off before the wind. But cod and haddock have not been plentiful in the nets.

These fish, as various old-timers have long maintained, have become educated. There are men who will argue that cod will run on soft bottom at certain times of year in spite of hell and high water. But what is a man to think when he skims and scrapes the bottom with an otter-trawl and can't bring up cod enough for a chowder, yet another chap with a pair of hand-lines, drops his anchor on a bed of rocks as jagged as the Rocky Mountains and yanks up a quarter of a ton in half a tide?

Now that's just what has happened here off the Vineyard two seasons in a row. Last Fall the otter-trawlers got very few cod but such hand-liners as were able to operate found 'em without difficulty and that went for an occasional ground-trawl trip. Now the netters have dragged all Winter, barring the period when the sea was iced over, and they got almost no cod at all. Yet, on the first soft day, Capt'n Ed Dalen, who runs a two-man boat, stood off in the general direction of Bermuda, and hooked five or six hundred pounds of cod that ran four to the hundredweight. If the critters are not educated to keep off the soft bottom, then what is the story?

Two New Craft Built

In any event, the Winter is over, the Spring is here, and things might be a helluva lot worse than they are stacking up at the present time. The faith that springs eternally in the human breast, especially the breasts of fisherfolks, is demonstrated here in the presence of two new craft, one just fitting out and another due to arrive from the yards at any time. When it comes to picking the best human example of undiluted faith in the things that are and the things that are to be, give us a husky, unshaven, profane and horny-handed fisherman, every damned day in the week. He may not be knowingly religious, but his is the faith that moves mountains.

Gloucester Mackerel Fleet Leaves. New Storage Plant to be Built

By Gardner Lamson

THE mackerel season is late in starting this year in comparison with seasons past, and only 14 Gloucester craft were ready to sail the first week in April.

Capt. Leo Favaloro who is taking the *North Star* seining for the second season has been South all Winter dragging out of Norfolk in the beam trawler *Boston College*. He was due the first of April to leave the trawler and take command of the seiner. His brother, Capt. Frank Favaloro, who is dragging in the *Grace F.* out of Norfolk, has his seine boat and seine with him and is ready to change over.

The greater number of the fleet will not be going until the middle of the month, but in case the advance guard finds the fish, all the Southern draggers will probably hurry home to collect their seines.

New Wolverine for "Annie & Mary"

The *Annie and Mary* which in the past has gone mackerel netting and has been dragging all Winter out of Gloucester has decided to go seining with Capt. Jack Scola at the wheel. She will sail the middle of this month. She is having a new 100 hp Wolverine engine installed.

Second Fleet

The second fleet of 32 vessels is planning to sail between April 15 and 20.

Seven other Gloucester vessels are expected to join the seining fleet before mid-Summer, among them being vessels now active in dragging, gill-netting or trawling.

New Storage Plant to be Built at Fort

A projected improvement along the Gloucester waterfront is a new cold storage plant, with a capacity of storing of 2,000,000 pounds to be constructed by the Producers Fish Company adjoining their property at the extremity of the Fort on Commercial street. Capt. Benjamin Curcuro, who for the past decade has been manager of the Producers, stated that the company expected to begin work on the new plant by the first of June.

This concern wishes to attract more craft to sell their fish in Gloucester and believes a cold storage on the property would bring more boats there, especially since the improvement would enable the Producers to handle larger quantities.

Fish Pier May be PWA Project

March 21 proved to be a red letter day for the Gloucester fishing industry. Numerous revelations were made by Governor James M. Curley to a Gloucester delegation, headed by Senator Cornelius F. Haley of Rowley, Representative Frederick H. Tarr, Jr., of Rockport, and Representative Frank L. Floyd of Manchester, that will be of considerable advantage to Gloucester.

The delegation which also included Capt. Edward A. Proctor, President of the Master Mariners' Association; Capt. Benjamin Pine, Marian J. Cooney of Rockport; and Everett R. Jodrey received assurances from Governor Curley that a new \$1,000,000 fish pier would be the major PWA project in Gloucester now that Congress has approved the \$4,000,000,000 emergency relief bill.

Prior to this definite promise, Commissioner of Public Works, William F. Callahan recited the history of the 1931 legislation authorizing the building of a fish pier, buildings and road by the city of Gloucester.

Commissioner Callahan explained that under the terms of the legislation enacted several years ago the city of Gloucester would have to build a road at Five Pound Island and erect buildings at a cost of \$300,000 before the state would refund the project.

To this statement, Governor Curley assured Commissioner Callahan and the local delegation, that it wouldn't cost the city or the state a penny directly should he obtain the expected allotment of Federal funds.

Atlas Engine Transferred

A 140 hp Atlas Diesel engine has been transferred from the *Helena* to the *Three Sisters*, owned by Capt. Lemuel Firth who will soon go seining.

"Thomas S. Gorton" Sold

The schooner *Thomas S. Gorton* of Gloucester, in which the late Capt. William H. Thomas, famous mariner fisherman, established several records in the haddocking game, has been sold to Capt. Arthur Earle of Carbonear, Newfoundland, and others to engage in the fish freighting trade from that country. The *Gorton*, owned by Gorton-Pew Vessels Co., is the last of the all-sailing schooners in this port never having had an engine installed. The *Gorton* was launched in August, 1905.

"American" Has Rough Trip

The schooner *American*, Capt. Simon P. Theriault arrived on March 18 from Boston after selling her halibut and docked at Davis Fisheries here where she landed 5,000 pounds of salt cod. This was her first halibut trip of the season.

Capt. Theriault said it was one of the worst trips in the past 50 years as far as hurricanes were concerned. They left Gloucester on February 16 and in the 30 days going and coming they had days when the wind seemed as if it were trying to carry them to South America.

Halibuters Have Long Voyages

The schooner *Imperator*, Capt. Albert Williams, arrived on March 28 on her first halibut trip of the season. She had been gone just six weeks, a long voyage occasioned by the fierce weather they experienced on Grand Banks.

Capt. Williams had 35,000 pounds of fish aboard. He reported that since he left Gloucester on February 14 heavy winds and bad weather hampered halibut fishermen.

Line Trawler Carries Deck-Load

The Gloucester waterfront habitues were surprised on March 29 when the schooner *William L. Putnam*, Capt. Mathew Sears, arrived with a deck-load of cod, from Western Bank. It was the first time in their lives that they had seen a large line trawler carrying a deck load.

The fish were placed between the pilot house and the rail, iced and seemed "alive". The craft had been fishing a week.

To Engage in Scallop Dragging

At least two Gloucester schooners will be engaged in scallop dragging this Summer, instead of following the mackerel game. The *Agda*, Capt. Harry Clattenburg, has changed over to this type of fishing. She sailed on April 2nd in command of Capt. John W. Murphy. The schooner *Old Glory* will also become a scallop dragger.

United Fisheries Move

The United Fisheries have moved back to their old stand at 288 Main St., where previous to their one year's stay at the United Sail Loft building, they were located for 28 years. The store sells a complete line of groceries, provisions and vessel supplies. They handle Plymouth rope and Mustad hooks.



The "Reveille", owned by Capt. E. B. Thomas of Stonington, Conn. She is 32 x 9 x 3 ft. 8 ins., and is powered with a 21 hp Lathrop engine and equipped with Paragon reverse gear, Hyde propeller, Hathaway stuffing box and stern bearing, Shipmate range and Ritchie compass.

Long Island Trap Fishermen Now on the Fishing Grounds

By C. A. Horton

THE following trap fishermen of East Marion are on the fishing grounds: Vail & Eldredge and Myron Brown who fish at Block Island Sound; Frank A. Rackett & Son, E. L. Rackett and W. C. Rackett, Gardiner's Island; Russell Terry, Montauk; E. L. Bennett and Daniel F. Brown, Long Island Sound; and William S. Adams, Gerald Hommell and Grant Rackett, Orient Harbor.

Most of these firms began their work on the fishing grounds last month.

Capt. Edwards Goes Trap-Fishing

Capt. Isaac B. Edwards of East Marion, although 75 years of age sees "good money" in trap-fishing and is fitting out for the game at Gardiner's Island, beginning about May 1st.

Fishermen Anticipate Big Catches

At Great South Bay a great batch of flounder fry, estimated at 8,000,000 were liberated a few weeks ago. A similar number were put into the Bay at East Rockaway. The fry came from the hatchery at Woods Hole, and were transported in cans by truck from Massachusetts. The fishermen are anticipating great catches when they get ready to take the hook.

Shipyard Busy

At the Greenport Shipyard, Inc., the ferryboat *Sunrise* was overhauled in March preparatory to going into service on the Shelter Island-North Haven Ferry. The following fishing boats which have been in Winter storage have been put in commission for the fishing season: *Grace May*, Capt. Fred Hommell, East Marion; *Doris*, Capt. Myron Rackett; *Vision*, Capt. James Fox; *Victory*, Capt. Harry Adams; and the *Swastika*, Brook's Brothers, all of Orient.

Capt. Tuthill Talks on the Fishing Industry

Capt. Frank J. Tuthill of East Marion, who for half a century was one of the leading commercial fishermen of Eastern Long Island, and about thirty-five years has been the President of the Eastern Long Island Fishermen's Protective Association, spoke on "The Fishing Industry" at the East End Surf Fishing Club meeting held in Greenport last month.

Capt. Tuthill related the fact that the year 1935 marks the 50th anniversary of the date when the first anti-net fishing bill was introduced at Albany but was defeated. Since then Capt. Tuthill said, "We have had to fight for our right to go net fishing to get fish for the public to eat."

Gives Talk on Oysters

At a meeting of the Round Table Club held in Sayville last month, oystermen listened to an interesting and entertaining talk given by Joseph Glancy, pinch-hitting for Paul O. Mercer, Manager of the Bluepoints Co., who found it impossible to keep the appointment.

His report announced that, as a result of careful investigations and tests made in February by scientists connected with the health and sanitation departments at Albany and Washington, the waters of Great South Bay have been pronounced absolutely pure and he declared that the area in which Blue Points are grown and matured for market is one of the most sanitary bodies of water in America.

Fishermen Leave for Wildwood

The following West Sayville fishermen left the first of the month for Wildwood, N. J.:

Thomas Thomassen, with the *Sadie Nickerson*; Richard Zegel, Peter Bais and Dingness Zegel with the *Florence Z.*; Edward Buys and Marinus Verschuure with the *Mildred and Madeline*; John Sanders and C. Sluiter with the *Sarah Thomassen*; and James Beebe and Robert MacIntosh with the *E. C.*



Loading flounder fry and eggs, to replenish Cape Cod Bay, on Leno Dutra's Texaco tanker at Provincetown.

Provincetown Flounder Fleet Out for Big Hauls

By J. C. Johnson

THE Provincetown flounder fleet is now based at Hyannis. Dory fishermen have been hit hardest. Fish have been scarce and prices consistently low. But the dories are starting out full blast now and going far offshore to make paying haddock hauls.

Two of the most active dories are powered with Chrysler marine motors. A 33-foot dory owned by Rush Fish Company, equipped with a 60 hp. Chrysler motor, and a 36-foot craft with a 105 hp Chrysler, are prominent in this fishing.

Flounder Fry Dumped in Bay

With a view of replenishing Cape Cod Bay with flounders, representatives of the U. S. Bureau of Fisheries at Woods Hole came here in early March and dumped 28,678,000 flounder fry and eggs in the deep hole just inside Long Point in the harbor. It is estimated the infant fish will reach a marketable size in three years. The dumping of fry and eggs was the first here in two years.

Trap-Fishing Under Way

Trap-fishing got under way full steam before April 1, at Provincetown. The first pole trap was put down by Capt. Ulysses Simmons' crew, fishing for Colonial Cold Storage.

New Kind of Fishing Craft

Frank Mayo, formerly of schooner *Killarney*, is skipper of a new kind of fishing craft here. She is the *Bonita*, owned by Capt. Joseph Patrick of Provincetown. Fifty feet long, with 15-foot beam and 60 hp. Palmer gas engine, the *Bonita*, a former rummy, carries three dories. She has capacity for 30,000 pounds of fish. She has a low set pilot house and is capable of making 12 miles an hour.



The "White Star", owned by Capt. J. M. Flynn & Sons, seafood dealers of Riverhead, N. Y. She is 36 x 12 and is powered with an 18-20 hp Palmer and is equipped with Hyde propeller and Eveready batteries.



Miami Boat Slips, Miami, Florida, and Texaco marine service station.

Florida Menhaden Fleet Outfitting. New Trawler Ready for Launching

By H. L. Peace

WITH the arrival of the North Carolina fleet of menhaden trawlers in Florida waters, men are busy painting, overhauling engines, replacing batteries, building new masts, increasing their electric equipment including lights below and above deck, overhauling their general gear, and preparations are in the making for equipping the vessels with new rope, nets, stoves, and all necessary rigging—in time for an early start in Summer fishing off the coast of Fernandina.

Yes, all hands are busy, so much so that as soon as the engineer of one trawler finishes the work aboard his own ship he goes over to help his neighbor. And so it is the way with the crews of the three ships of the Quinn Menhaden Fisheries—everyone is working together for one cause: "to completely outfit the ships for a successful season."

The boats being outfitted are: the *J. Earle Morris*, 112 ft., 17 ft. beam, and powered with a 200 hp. Atlas full Diesel; the *Wallace M. Quinn*, 96 ft., 22 ft. beam, and powered with a 180 hp. Atlas; and the *Lynnhaven*, 85 ft. with a 20 ft. beam, and powered with a 100 hp. semi-Deisel Fairbanks-Morse.

New Trawler Ready for Launching

The new 96 ft. menhaden trawler owned by the Quinn

Menhaden Fisheries was expected to be launched about April 10. Following the celebration of the launching, the vessel will be towed to Brunswick, Georgia, where she will be equipped with a 140 hp Fairbanks-Morse Diesel engine, Delco light plant and other general rigging.

Shrimp Scarce

Shrimp are actually scarce for the first time during a Winter season in many years. The catches have been as low as 50 to 100 pounds while some of the highest catches have topped 500 to 800 pounds. At St. Augustine boats have been returning with an average catch of 300 to 700 pounds while at Fernandina the catches have been from 400 to 600 pounds.

Despite the scarcity of shrimp the Florida fishermen have two consolations: 1. Prices are higher when shrimp are scarce. 2. Generally a good season follows a bad one—thus, the fishermen are looking forward to a good Summer season.

New Trawlers

The following new trawlers have been added to the Fernandina shrimp fleet: *Ocean Bride*, Charles Bassetta; one for S. Litrico, named *Gigi*, and one for V. Santos, both built by Stathis Klonaris; and one for Nick Poli.

The *Indian Girl*, formerly known as the *Sister*, has been rebuilt by the Gigis Boatbuilding & Engine Co., for the Fishler Prawn Company.

A new trawler is being built by Mike Tiliakos for Manuel Jesus of Mayport which will measure 40 ft. x 12 ft., and will be powered with a 40 hp. Palmer engine.

At St. Augustine the Syrmis Boatyards are busy constructing a 40 ft. shrimp trawler for Pacetti & Palmer of that city. She will have a 14 ft. beam and will be powered with a 45 hp Kahlenberg engine.

Barrel of Shrimp Sent to Congressmen

Representative Colmer of Mississippi opened up a barrel of shrimp on March 26 and spread a feast for the House Steering Committee on the Patman Bonus Bill of which he is a member.

The shrimp were sent the Congressman by a friend at Pascagoula, Miss., and were cooked in the House kitchen under supervision of Walter Hunt of Biloxi, a member of the capitol police force under appointment of Senator Pat Harrison of Mississippi.

The shrimp were served with beer in the speakers' dining room and guests included Speaker Byrns and Representative Rankin, dean of the Mississippi delegation, Doxey and Ford of Mississippi.



Plant and part of the Kuluz Bros. Packing Company fleet at Biloxi, Miss.

Maryland Watermen Start Best Season in Years

By Edward Bowdoin

THE climate and calendar have combined this year to promise Maryland watermen the best start of the fishing season they have known in many years.

In the past several years ice conditions on the Bay and early Lenten seasons seriously affected commercial fishermen. The Bay now is free of ice as the fishing season opens.

Chesapeake waters are cold and in the first five days of the fishing season the catch was small. But the runs of herring, followed closely by shad are expected momentarily.

Fisher folk have been busily preparing for the big catches. Their boats are painted, their nets mended, their pound stakes sharpened and gear tarred. Scores of men, idle through the Winter, are going to work now placing and tending nets.

Wholesalers have been preparing for an early season. Their packing houses have been renovated, boats overhauled and docks cleared to make room for the finny influx.

Crab Packing Plants Opened

Wallace M. Quinn Co. opened their branch soft crab packing houses in Morehead City, N. C., the 1st of April, with Harry Parks and Geo. L. Sterling of Crisfield, managers. The Coston Co. also opened their branch house with Ray Parks, of Crisfield, manager.

Fishing Starts at Ocean City

Commercial fishing at Ocean City, Md., began in March for the season with two crews employed by Davis & Lynch Fish Company. This firm will have six pounds this year, one more than last.

The firm of Elliott Bros., of which Mayor Elliott is a member, started work on March 18th. This firm will have seven pounds instead of five.

The C. P. Cropper Fish Co. will have six pounds as against five last season and will have two crews of men.

To Increase Supply of Oysters

With the best oyster season for several years soon to close, the State Conservation Commission began plans for shell planting and seed oyster removal.

Commissioner Earle stated that about \$40,000 is available for this work. Shell planting began April 1 and seed oyster planting on April 15.

He also stated that he believed that depletion of oyster supply had been stemmed. The yield this season is already well ahead of last year's, and there is every indication of a better season next year.

So far this season 2,022,000 bushels of oysters have been removed from Maryland waters, 218,000 bushels more than the yield of all last season. This year will be the best since 1927, when 3,687,489 bushels were taken. The lowest catch of the period occurred in 1932-33, when the yield was 1,616,139 bushels.

Opening of Potomac River Seems Certain

After a conference between Somerset County representatives and those from several of the Western Shore counties on March 21 at Annapolis, at which Conservation Commissioner Swepson Earle was present, a tentative agreement was reached that seems to assure opening the Potomac to dredging.

The conflicting interests in Maryland have been welded into one opinion on the question of opening the Potomac to dredging, and it seems certain that Marylanders will be allowed to hand scrape and to dredge in the river with seventy pound dredges.

Virginia Croakers and Shad

THERE was much excitement on the waterfront at Mathews on March 27 when fishermen came in to the wharves with catches of shad much larger than usual. Lem Burroughs had 360 from 6 pounds; George Hutson had about the same number from 8 pounds; C. R. Hudgins had 300 from 7 pounds; and inshore nets took 40 to 60 from an average of 2 to 4 pounds.

Tuesday March 26 there was an unusual run of croakers for this early in the year. Most of the fishermen caught some and a few brought in large catches. E. M. Grinnell had 80 bushels. Capt. Burleigh Hudgins had more than 300 bushels. Stanley Pritchett had 60 bushels.

On March 28, Capt. Doles Hudgins is reported to have caught 460 shad, one of the largest catches reported this season.

Chesapeake Season Opens

With what appears to be the breakdown of the Winter sea-



Interior view of J. T. Handy Co. packing house in Crisfield, Md. The skimmers, cups and table are of Monel Metal.

son there is renewed activity along the fish docks in Norfolk, Portsmouth, Newport News and Phoebus. Trawlers are coming to these ports with their catches, with the *Grace F.*, *Leretha*, *Theresa* and *Dan*, and *Angie* and *Florence*, all of Gloucester, Mass., being among those to land at Norfolk.

North Carolina Netters

DURING the last week in March fishing in Dare County picked up to a fairly profitable extent for about twenty per cent of the fishermen of the several types of nets. The biggest reported gains came from Hatteras, but Wanchese, Manteo and Mann's Harbor fishermen also did better.

Even the gill netters of the West side of the Sound had fair shad fishing for several days.

One Buxton fisherman, Nacey Jennette, had the record for a single catch of shad, that being 400 caught in the hook of Cape Hatteras on March 22.

Several crews of deep sea fishermen out of Hatteras literally mopped up during the last week in March, bringing in almost record catches of blues. They were operating outside of Diamond Shoals. Consistently profitable fishing was experienced in this area during March, the largest shipment in one day being 150 boxes on March 23.

Fishermen Urged to Join Cooperative

Thoe. S. Meekins, Elizabeth City Administrator last month posted notices that a meeting of all fishermen who desired rehabilitation under the ERA and wished to become members of a cooperative organization as proposed by the ERA would meet in Manteo on March 29th or 30th.



New Jersey fishermen getting ready to draw the pocket nets to the surface alongside the boat. These traps, or pounds, are located in about thirty feet of water from one-half to one mile offshore.

Jersey Fish Pounds

THE fish pounds along the Jersey coast have been getting in their poles, hoping to lift in time to intercept the shad moving toward the Hudson and Connecticut rivers.

"Jersey Devil"

The *Jersey Devil*, a party fishing boat owned and operated by Captain Ed. Washburn of Bivalve, N. J., is 30 ft. long, 8 ft. 9 ins. beam and 30 ins. draft, a V-bottom, raised deck cruiser, powered with a Roberts-Fordson tractor conversion, turning a 20 diameter, 14 pitch Hyde wheel 1,100 rpm, giving the boat a speed of 11 mph. The shaft is 11 ft. 3 ins. long and 1½ ins. diameter. The boat is equipped with Hathaway stern bearing and Shipmate range.

All of the framing, ribs, keel, carlins, etc., and the bottom are built of oak, making the boat unusually heavy and strong, which she must be as she does nearly all of her running at night through the oyster grounds of Delaware Bay which are marked by stakes that would puncture a light boat.

The boat was built by Joseph Butcher at Dorchester, N. J. Capt. Washburn, in search of the strongest fastenings possible, ordered Monel Metal nails because they have great holding power and will not rust or corrode. Capt. Washburn says that it took less than one-third as long as ordinarily to fasten this boat, as the smooth finish Monel Metal nails went into the hard oak without boring, and they did not split any of the timbers; furthermore, it was not necessary to plug any nail heads.

This year Capt. Washburn is equipping his boat with a Monel Metal tiller rope and rudder.



Capt. Ed. Washburn's "Jersey Devil" of Bivalve, New Jersey.

Paints and Coatings for Fishing Vessels

By W. J. Deed, Technical Editor

THERE are many special paints and coatings which are especially suited to service on fishing vessels, where water, dampness and weather conditions are unusually severe. Melting ice, the chill and damp air surrounding refrigerating piping and equipment on one side, with the heat of an engine or boiler room on the other side of a bulkhead, ice-coated decks now and sun-baked decks a bit later, the weaving and wracking which a hull gets when bucking heavy seas—all make necessary the use of coatings suited to the exact condition.

The first protective coatings applied to the vessel, either wood or steel, are exceedingly important. If you apply any number of coats over a first coating which will crack, peel, blister, flake off, etc., these outer coatings are reduced in efficiency. The first one does the trick in maintaining a perfect surface. More attention should be given to the selection and application of such priming coats in our fishing craft.

Many designers and builders believe in applying to the wood planking a thorough brushing of hot linseed oil which soaks into the pores of the wood; thus water soakage is reduced or prevented, as the oil-soaked wood repels the water and increases the length of life of the wood. This is good practice at places in the hull or cabins where end-wood is exposed at all at joints to the weather, too, since water soakage follows down the grain far into the plank and causes trouble, so oil saturating the wood helps to offset this and then a good marine glue or seam composition, should positively fill the joint or seam. Watch your joints and seams; through them enters plenty of trouble.

When we mention underbody coverings then we are starting something, for most every boatman has his pet brand or kind, but there is still something to be said to give a general picture of the subject. Docking for painting is avoided as much as possible, of course, and it saves expense to find underbody paints that will last through a season of fishing without additional haulings out. The preparation of the hull bottom for the anti-fouling coating is most important and every paint manufacturer will advise you on the best preparation before applying his stuff.

Some make a primer to provide the correct foundation, others use red lead or blue lead, others aluminum paint, others recommend bare wood. On steel ships red or blue lead or some anti-corrosive composition is first applied, then the anti-fouling composition. Copper paints cannot be used on steel hulls, of course, because corrosion would result. Then there is a type of underbody coating which is "anti-galvanic", that is, it covers the metal and prevents the passage of galvanic (electrolysis) action. For parts where friction or other causes are apt to lead to galvanic action being set up such a coating should be used.

This priming of the surface to permit the outer coatings to adhere properly is most important, but too little attention is given to it. If you apply new paint over old, then be sure to remove *all* the rust and corrosion, all the old marine growth, barnacles, etc., from the surface because there must be a *complete* surface for *complete* protection. If a gathering of rust is allowed to remain in a corner then it is bound to come loose and take with it the paint you put over it, then conditions are as bad or worse than before painting. There are rust removers and preventative coatings and compounds which need to be more freely used on our fishing craft. One visit to the fish pier should convince one of that. Rust is raising heck with many a boat and the repair bill is going to scare someone when they get it later. Let's make use of some of these products for prolonging the life of our vessels. Do you know that the U. S. Department of Commerce has found that there is a loss of *three hundred million dollars* in this country each year due to rust and corrosion?

(Continued on page 20)



A Lucky Sign for a good catch



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Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade.

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Essomarine Lubricants are distributed by the following major oil companies:
Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.
Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana
Standard Oil Company, Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil & Refining Company—(In Canada) Imperial Oil, Limited.

Paints and Coatings for Fishing Vessels

(Continued from page 18)

Inside the hull, too, there are important things to watch out for. Boring worms may eat into the planking of your wooden boat, barnacles, grass, etc., drape themselves on the bottom and kill a lot of speed through increased friction, (likewise let you burn up more fuel), and corrosion may eat into the steel plating—at the same time there is an attack from inside going on. Corrosion and decay are eating through from inside, especially in all those corners, in the pocket way down near the stem and keel where the bottom meets at a sharp angle, around engine foundations, around shaft bearings, stuffing boxes, underwater fittings, etc.

Bituminous and asphalt coatings are extremely valuable in saving money for you if you will only use them in these places. They are waterproof, are ductile to expand and contract with the structure, they don't get hard and brittle, but remain "goeey" inside and maintain an unbroken surface that resists acids, alkalis, etc., and they stick. Unlike paint, the thick coatings which are heated to a state of fluidity for pouring remain for many years in perfect protective condition and why we don't see the inside bottom of every fishing boat coated with such a protection, likewise tanks in the bilges, the blocking under auxiliary machinery, etc., we don't know. They should be. All around the fish hold where the flooring meets the hull bituminous coatings should be used under sheathing or over sheathing or metal to prevent water working down to cause rot. In some craft metal hold sheathing is used, but if not the wood should be protected where the seams come around the edges of the floor.

Where bilge water and water from melted ice lies there should be such protection for the wood or metal underneath. Limbers can be clogged up and keep the water from running out of these pockets, permitting soakage that tends to rot the wood. By filling in these low spots so that there is nothing to prevent water running out much rotting is saved.

You have probably often cursed paint refusing to stick to galvanized metal. We have. The surface seemed to be like glass where it had been in use a long time and had been rubbed smooth or else it was powdery and flaky so that paint just didn't make a complete covering. There is now available a coating to be applied as a primer on galvanized metal which allows paint to adhere perfectly.

Aluminum paints are very effective, the net result of their use being to practically cover the material with a layer of aluminum metal in flakes over-lapping each other like the scales on a fish. This is a darned slippery surface which prevents most anything you want to name from getting a foot-hold and amounts to metalizing the surface of the wood.

Refrigerated spaces need a paint or coating which can be applied to a surface which may be damp and which covering will still adhere firmly in use. Damp-proof coatings, cork paints, bituminous enamels, etc., are certain to protect the materials against deterioration often found in metal or wood constantly in wet fish holds and storage spaces. Don't expect ordinary paint to do this; there is a job for each kind of paint and it must be put on that job for good results.

Just as it is necessary to use paints designed for cold, wet and damp places so it is essential to use coatings on hot places like engines, smoke pipes, radiators, etc., which are designed to resist heat, smoke, fumes, corrosion, etc. There is a lot of chemistry to producing these coatings for various special uses and you should think no more of using the right paint for certain work than you do of using the right bait or hook on your lines. We wouldn't go fishing for halibut with a flounder hook, but sometimes we almost do this when we ask a certain paint to do the impossible.

Even rubber is used in paint as an ingredient and has been found to be completely resistant to mineral acids, alkalis, corrosive salts, water and other oxidizing compounds. Chlorinated rubber is used and in addition to its anti-corrosive qualities it has been claimed to be extremely slippery, which we can well believe. Rubber when wet is sure slippery, as every fisherman knows. So it has been recommended for

underbody paints and has been used for such work successfully. Rubber seam paints are good investments, since it will stretch and contract with conditions to a high degree. Toughness and elasticity are two boat paint requisites and rubber impregnated coatings have these qualities.

With the increasing presence and activity of the teredo borer or shipworm in Atlantic coast waters where this pest was previously little known it becomes important to pay more than usual attention to complete underbody protection. Damage by this borer is increasing in New England waters where it was previously almost unknown, so if you have neglected anti-fouling and "anti-borer" coatings up until now you cannot afford to continue.

There are anti-fouling compounds which are suited for application to either wood or steel hulls. These come in fairly hard finish paints which prevent grass, barnacles and such growth. On a steel hull anti-corrosive paint must be first used. For wooden hull protection there are copper bottom paints and bronze bottom paints, both designed to prevent the entrance of the boring worm into the wood. Copper has always been the chief enemy of these marine parasites and the chief ingredient of bottom paints. Copper bottom paints are usually compounded so that they remain soft in the water, being frequently applied just before the vessel is launched. Thus the copper salts which poison the borer are more active and they catch and kill many minute organisms which can only grow on a hard surface. But the softness of the coating detracts somewhat from speed through friction, so where speed has been desired hard finish has been attained. Bronze bottom paints which coat the surface with over-lapping bronze layers and when wet produce a finish as slippery as pot lead are also used. Copper bronze bottom paints are harder and smoother than ordinary anti-fouling copper coatings, yet research has enabled paint chemists to produce a toxic paint that is very efficient in preventing the entrance of the borer and the gathering of marine growth.

In new boats always remember to be sure that every square inch of wood is painted or otherwise protected. Don't ever permit two boards to be laid on each other without a thick coating of paint between them, for trouble is bound to appear unless these boards are separated by paint, seam composition or glue. We have often seen it happen in a year. We have seen a whole cabin removed after the boat had been built less than a year and the wood was rotted almost completely away where the pieces had been fastened together without any protective coating between them and afterward sheathed over in a damp place.

Fire resistant and retarding paints are well worth investing in especially for the engine room and those places where a fire is apt to have the best chance to start. While few claims are made to absolutely prevent a fire, these paints will cause a fire to die out through lack of anything to burn, and no fishing boat's engine room should be without fire-resistant paint.

Yes, dollars put into paint and protective coatings, whether paint, varnish, bituminous, asphalt or other finishes, are well invested.

Munson to Edit Atlantic Fisherman

JAMES E. Munson, for the past seven years editor of Fishing Gazette, will assume the editorship of the ATLANTIC FISHERMAN May first.

Mr. Munson possesses an intimate knowledge of all phases and divisions of the fishing industry and the fish business—a knowledge accumulated over an extensive period through his former connections with the Canadian Fisherman, Pacific Fisherman, U. S. Bureau of Fisheries and the U. S. Fisheries Association, and his recent activities in the industry.

Mr. Munson will continue the present editorial policy of the ATLANTIC FISHERMAN, develop a broader editorial coverage, and expand our editorial service.

It is with a feeling of unbounded faith in the future of the commercial fisheries, that the publisher of the ATLANTIC FISHERMAN makes the above announcement.



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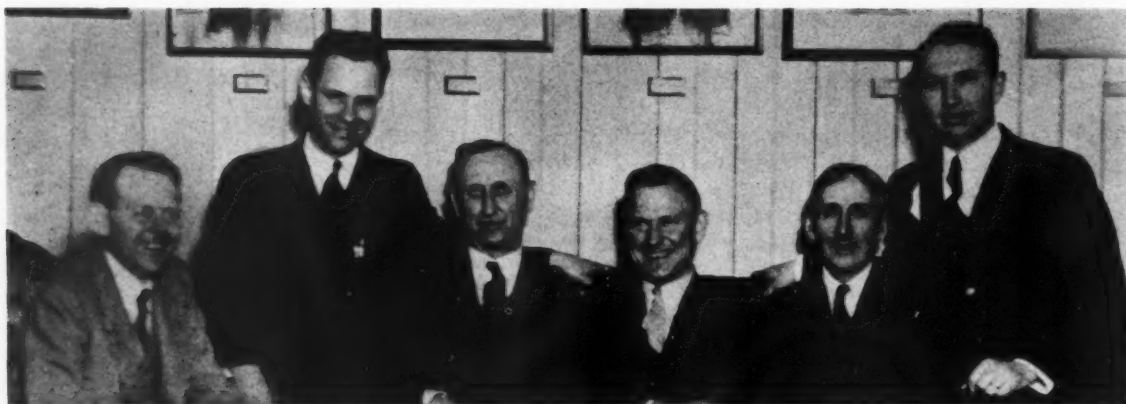
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At the March meeting of the Mariners' Club in Fairhaven, Mass. Left to right: W. L. Hawes, Secretary Mariners' Club; L. M. Chaput, general salesman in charge, Colonial Beacon Oil Co., Fall River-New Bedford; Capt. F. W. Phillips, Treasurer Mariners' Club; H. K. Parker, Manager Lubrication Sales Dept., New England Division, Colonial Beacon Oil Co.; Capt. Irwin C. Hall, President Mariners' Club; and W. F. Nee, Essomarine representative, New England Division, Colonial Beacon Oil Co.

Essomarine at Mariners' Club

THE March meeting of the Mariners' Club, Fairhaven, Mass., was featured with a program given by the Colonial Beacon Oil Company, marketers of Essomarine oils and greases, at the club's rooms at Peirce and Kilburn's yards. A sound picture showing the manufacture of Aerotype Esso motor fuel and lubricating oils was shown. H. K. Parker, manager of the lubricating oil department, New England division, addressed the 150 members of the association. He was introduced by Bill Nee, New England Division Essomarine salesman.

Captain I. C. Hall, President of the Mariners' Club, presided and welcomed the Essomarine representatives. Local arrangements for the meeting were handled by L. M. Chaput, in charge of Colonial Beacon's marketing operations in the Fall River-New Bedford area. The sound picture program was supervised by W. A. Noyes. A copy of *Secrets of the Deep*, and the new Essomarine tide calendar, were distributed to each member. Essomarine products were displayed.

D. N. Kelley & Son

Since 1863 the firm of D. N. Kelley & Son, Inc., Marine Railway, and Storage Yard of Fairhaven, Mass., has had a long and enviable reputation among those in the fishing business. Knowing the peculiar needs of the fishing fleet from actual experience makes this firm particularly adapted for servicing and repairing these highly specialized vessels, a fact which a great many skippers and owners realize judging by the long list of steady customers that haul out there.

This Spring will see a third railway placed in operation. This railway is the latest development in modern hauling equipment serving several lines of side tracks by means of the Kelley Transport Cradle System which they have developed. This new railway will be able, by means of this Transport Cradle, to handle several vessels without delays.

Casey Boat Building Co.

The Casey Boat Building Co., Inc., of Fairhaven, Mass., after 30 years of successful designing and building is again entering a busy season. Among the many different types of boats this Company turns out is one particularly adapted to meet all the requirements of the fishing industry. This boat features seaworthiness, easy handling, and low upkeep, all of which are essential to fishermen. During the last few years a number of fine fishing boats have been built by this concern. Among them are the *Acme*, *Old Lady*, and many others.

"Acme" Will Sail from Boston

The *Acme*, 60 ft. dragger, formerly of New Bedford, is expected to start fishing soon under command of Capt. Pasquale Maniscalco, of Boston. The *Acme* is powered with a 120 hp Atlas Imperial Diesel engine, and equipped with Willard batteries, Hyde propeller, Hathaway winch, Marine Household range, and C-O-Two fire system.

Boston Pier Landings for March

<i>Adventure</i>	326,000	<i>Isabelle Parker</i>	147,500
<i>Aeolus</i>	69,200	<i>J. M. Marshall</i>	130,000
<i>Alpar</i>	63,700	<i>Joffre</i>	94,000
<i>Alvan T. Fuller</i>	104,300	<i>Killarney</i>	183,000
<i>American</i>	40,000	<i>Kingfisher</i>	316,000
<i>Amberst</i>	437,500	<i>Lark</i>	379,000
<i>Andover</i>	150,200	<i>Laura Goulart</i>	118,000
<i>Andrew and Rosalie</i>	73,000	<i>Loon</i>	206,000
<i>Atlantic</i>	340,000	<i>Maine</i>	329,000
<i>Billow</i>	349,000	<i>Maris Stella</i>	286,000
<i>Boston</i>	322,000	<i>Mary E. O'Hara</i>	83,000
<i>Brant</i>	529,000	<i>Mary P. Goulart</i>	78,000
<i>Breeze</i>	460,000	<i>Natalie Hammond</i>	190,500
<i>Brookline</i>	380,500	<i>Newcastle</i>	58,000
<i>Cambridge</i>	514,000	<i>Newton</i>	448,000
<i>Cape Ann</i>	162,500	<i>Notre Dame</i>	405,000
<i>Comber</i>	519,000	<i>Ocean</i>	400,000
<i>Coot</i>	146,000	<i>Oretha F. Spinney</i>	30,000
<i>Cormorant</i>	372,000	<i>Patrick J. O'Hara</i>	263,000
<i>Cornell</i>	275,000	<i>Penguin</i>	140,000
<i>Curlew</i>	332,000	<i>Plover</i>	384,000
<i>Dartmouth</i>	386,000	<i>Plymouth</i>	342,000
<i>Donald</i>	242,000	<i>Pollyanna</i>	62,000
<i>Dorchester</i>	370,000	<i>Princeton</i>	139,000
<i>Ebb</i>	681,000	<i>Quincy</i>	445,000
<i>Edith C. Rose</i>	46,000	<i>Rainbow</i>	116,000
<i>Edith L. Boudreau</i>	226,000	<i>Rhodora</i>	48,000
<i>Elk</i>	156,000	<i>Ripple</i>	392,000
<i>Exeter</i>	163,100	<i>Ruth Lucille</i>	168,000
<i>Fabia</i>	421,400	<i>Santina D.</i>	108,900
<i>Flow</i>	416,000	<i>Saturn</i>	400,000
<i>Foam</i>	449,000	<i>Sea</i>	417,000
<i>Fordham</i>	336,000	<i>Shamrock</i>	82,000
<i>Frances C. Denehy</i>	129,000	<i>Shawmut</i>	276,000
<i>Gale</i>	511,000	<i>Spray</i>	358,000
<i>Gemma</i>	492,000	<i>Teazer</i>	72,000
<i>Georgetown</i>	376,000	<i>Teel</i>	254,000
<i>Gertrude de Costa</i>	180,000	<i>Tern</i>	170,000
<i>Gertrude Thebaud</i>	85,000	<i>Thomas Whalen</i>	349,000
<i>Gertrude M. Fanci</i>	218,500	<i>Tide</i>	422,000
<i>Gertrude Parker</i>	244,000	<i>Trimount</i>	650,000
<i>Gossoon</i>	198,000	<i>Vagabond</i>	88,000
<i>Harvard</i>	228,000	<i>Vandal</i>	97,000
<i>Hekla</i>	408,000	<i>Venture II</i>	295,500
<i>Helen M.</i>	98,000	<i>Wave</i>	478,000
<i>Heron</i>	379,500	<i>Whitecap</i>	345,000
<i>Hesperus</i>	161,000	<i>Widgeon</i>	390,000
<i>Holy Cross</i>	509,500	<i>Wild Goose</i>	448,000
<i>Illinois</i>	479,000	<i>William J. O'Brien</i>	345,000
<i>Imperator</i>	40,000	<i>William L. Putnam</i>	296,000
<i>Ingomar</i>	164,000	<i>Winthrop</i>	288,000

WOLVERINE

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Nantucket, Mass.

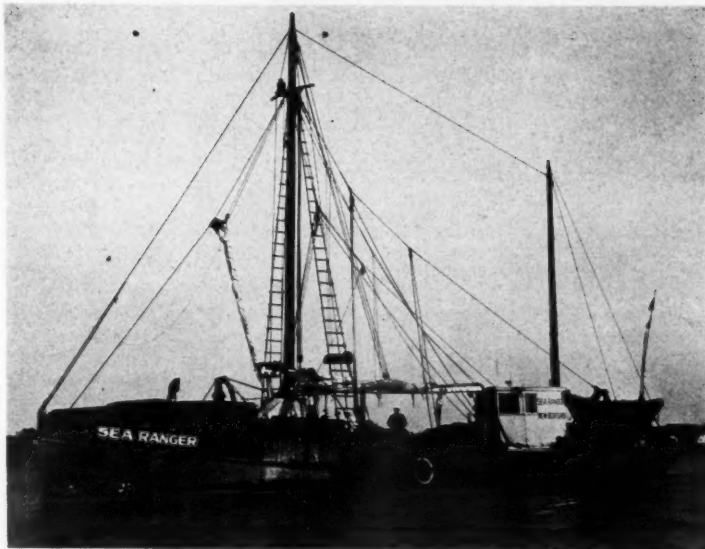
86 ft. x 19 ft. x 10 ft. draft

200 H.P. Wolverine-Diesel 6-cylinder, 4-cycle, 9 x 14, air reverse engine, fitted with Wolverine one-way friction clutch.

Positively Reliable, Simple in Operation, and Cheap in Maintenance.

These are the features that appeal to the fisherman and The "WOLVERINE" has them all.

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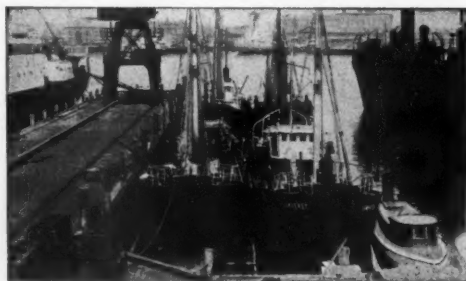


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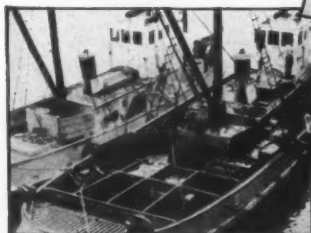
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Catherine Paladini and helper boat at Santa Cruz



Attilio Paladini



Hugo Paladini

for the



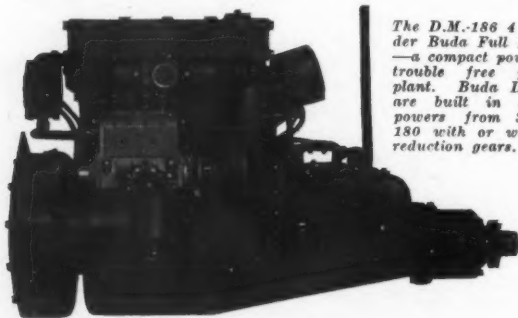
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Many other fish boats on both coasts carry this same economical protection. Ask your dealer or write for prices and particulars on this product of Edward Smith & Co., marine paint manufacturers since 1827.

EDWARD SMITH & CO., Long Island City, N. Y.

SMITH SHIP & BOAT PAINTS



The D.M.-186 4 cylinder Buda Full Diesel—a compact powerful trouble free power plant. Buda Diesels are built in horsepower from 32 to 180 with or without reduction gears.

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THE Buda 4 cylinder D.M.-186 Diesel can be mounted under a 3 foot bridge deck for auxiliary service. It occupies less space than many gasoline engines of less horsepower and is light enough for service in cruisers of 25 ft. or over.

It starts with ease in any kind of weather, and it brings you new safety, new economy and a new and greater cruising range unequalled by gasoline power plant.

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BUDA MARINE ENGINES

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Passamaquoddy

Sardine Herring Bring Highest Prices in Many Years

By C. A. Dixon

THE highest prices paid for sardine herring in many years during the Spring season have featured activities in the Passamaquoddy Bay region, fishermen having received as high as \$32 a hoghead in one instance, and \$20 a hoghead on several occasions. One boat is credited with securing thirteen hogheads of fish in one night and disposing of them at the latter named price to Eastport buyers, and to Connors Bros., Ltd., sardine packers of Black's Harbour, N. B. The Connors plant was opened for business in February and has continued to pack fish intermittently since then although supplies of fish have been rather limited, and competition between the firm and Maine buyers exceptionally keen. It is expected that more fish will strike at mainland points in Charlotte County soon, and that there will be a steady demand for the sardines as all the factories on both sides of the International boundary line are put into operation. What fish were taken in March were caught at the Wolves Islands and Grand Manan. The herring have been of excellent sardine size which fact augurs well for the packers of canned goods in New Brunswick and Maine.

Promising Outlook for Sardine Packers

With the advent of April, weir building all along the shores and islands of Charlotte County and at some places in St. John County commenced, and great quantities of material are being used. A great many of the structures will be reconditioned thoroughly due to the promising outlook in the sardine packing game, and new weirs will be built at various locations in New Brunswick and Maine. Some of the weirs that did exceptionally well last year were completely wrecked by wind storms and ice during the late Fall and Winter. Fishermen are expecting herring to strike at points on the mainland shore below Point Lepreau, which presages good doings for Deer Island, Back Bay, and L'Etete region in the Spring and early Summer. Later the St. Andrews Bay region comes in for its share including many weirs located on the Perry shore. The fish move rapidly from the "North Shore" of Charlotte County to Quoddy regions in April and May.

"Driving" of Herring Now Legal

Large quantities of sardine herring are reported off North Head but so far the fish are outside the reach of the weirs. Fishermen are "driving" the herring nights, a method of dipping them from the open sea by the aid of flares or kerosene torches. Years ago great quantities of birch bark torches were used in Quoddy for the driving of herring but in recent years and for a long period the Canadian law has strictly forbidden the use of lights for attracting fish to their doom in dipnets or seines. Last month word was received from the federal authorities, it is said, that "driving" would be permitted during the period prior to the general opening of the factories and before weirs were put in condition. Weirmen are strongly opposed to this method of taking fish and claim it is most destructive to the herring schools, scattering them hither and yon.

Everybody Keeps Busy

At Leonardville, Deer Island, fishermen are busy clamming as the scallop fishing has about petered out. Others are busy weir building, as are those of Lord's Cove and other island districts. At Fairhaven everyone is busy and at Northern Harbour, where the R. J. Conley Co., Ltd., of St. Andrews own and operate a very large lobster pound, a crew of men are at work building a wharf for the lobster smacks to lay to when loading, and are also damming another cross section in the enclosure.

Lunenburg Salt Bankers Sail. Two New Schooners Launched

By H. R. Arenburg

THE waterfront presented a busy appearance last month as the Lunenburg salt fishing fleet was getting ready for the frozen baiting trip. Twelve vessels were at the wharves of the various outfitting firms, taking on salt and provisions. The craft were: *Progressive II*, Capt. Carmen Knock; *Beatrice Beck*, Capt. Newton Backman; *Delawanna*, Capt. William Corkum; *C. A. Anderson*, Capt. Atwood Parks; *Mary Hirtle*, Capt. Edwin Cleveland; *Pan American*, Capt. Ellison Creaser; *John H. MacKay*, Capt. Moyle Crouse; *Harriet and Vivian*, Capt. Frank Meisner; *Maxwell Corkum*, Capt. Freeman Corkum; *Jean and Madalyn*, Capt. Fred Deal; *Leah Beryl*, Capt. Lawrence Zinck; *Gilbert Walters*, Capt. John Walters.

The first to get away were the *Harriet and Vivian*, Capt. Meisner, and the *John H. MacKay*, Capt. Crouse. They left on March 11.

Smith & Rhuland Launch New Schooner

Another vessel from the shipyards of Smith & Rhuland was sent down the launching ways adding another to the list of vessels controlled by the firm of W. C. Smith and Company, Limited. The fine new craft will be commanded by Captain Napcan Crouse, who has a large interest in her. She is 131 feet long, 11 feet, 3 inches hold, 26 feet beam. She will be equipped with twin Petter engines of 85 hp. each which will be installed by the Lunenburg Foundry Company, Limited.

72-Ft. Schooner Launched

The *Hasagra*, a 50 ton boat built at Heisler's Island by William Heisler was launched and towed to Lunenburg where she will be finally equipped to enter the fresh fishing industry. This fine specimen of the shipbuilder's craft is owned and will be operated by Captain Wilson Berringer and Captain William Meisner. The boat is 72 feet in length, 19 feet beam and 9 feet depth of hold. The Lunenburg Foundry Company, Limited, will install a 45 hp. Fairbanks-Morse Diesel engine.

Discuss Trans-Atlantic Race

At the annual meeting of the Bluenose Schooner Company, Limited, plans for a proposed race across the Atlantic between the champion fishing schooner *Bluenose* and the *Gertrude L. Thebaud* were discussed. It was decided to interview Captain Ben Pine upon his return from Newfoundland and in the event of his refusal to race the Atlantic, the *Bluenose* will make the trip to England alone. The officers of the Company were elected as follows:

President—E. Fenwick Zwicker; Secretary-Treasurer—G. B. Fraser; Managing Director—Captain Angus Walters; Directors—Captain Adam Knickle, R. Moyle Smith.

Fitted Out for Halibuting

The schooner *Marjorie and Dorothy*, in command of Captain Ernie Mossman, which has been fresh fishing out of Halifax since last Fall has fitted out for halibuting and sailed for the Grand Banks.

The converted *Cachelot III* owned by Adams & Knickle and commanded by Captain Dan Mosher has sailed for the banks. She will engage in halibuting.

Council Meets Fishery Relief Men

Members of the Special Fisheries Committee of the Yarmouth Board of Trade, were scheduled to meet with the Municipal Council in Special Session at the Court House on March 19th to discuss further the matter of relief for refitting lobster fishermen to enable them to continue fishing operations.

Members of the committee are: Austin E. Nickerson, Chairman; A. G. MacLellan and A. M. Shaw.

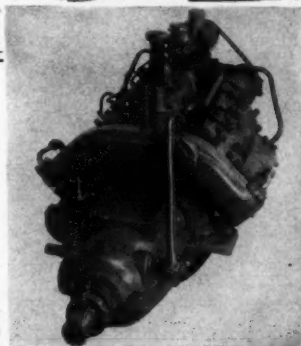
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When installing the new Palmer



Converted Ford V-8 there is only one exhaust pipe to take care of, to insulate and to take up room. Furthermore, the Palmer manifold raises the exhaust above the water line up out of danger of mud and sea water. This and the other Palmer features make this engine the most complete conversion of the year.

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You can't beat Diesel power for economy. You can't beat Bolinders for Diesel quality. Ask us about both and also our low maintenance costs. A size for every boat or service, 6 to 500 hp.

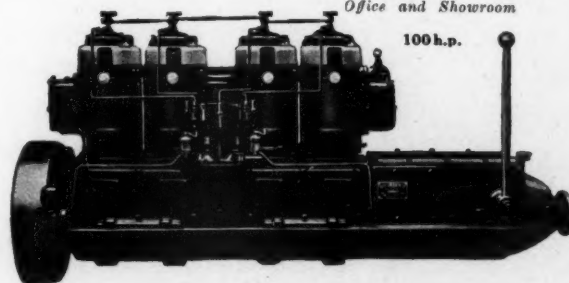
Typical fishermen 42' to 48' O.A. with 50 hp. Bolinders can get speed of 8-10 miles for only 17c per hour in fuel. 100 hp. gives greater speed if you want it. Write today!

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Sherman B. Ruth, ship chandler of Gloucester, Mass., is busy outfitting many of the boats as they return from the South and change over to seining. Many of Mr. Ruth's customers equip their boats with Marine Household ranges, Wall rope, Eveready batteries, Stay-Tite waterproof products, and other lines of marine supplies and fishing gear which he handles.

Bosch Sales and Service in Boston

BOSTON fishermen will be interested to learn that sales and service facilities for the Bosch Diesel pumps and nozzles have been brought right to their door.

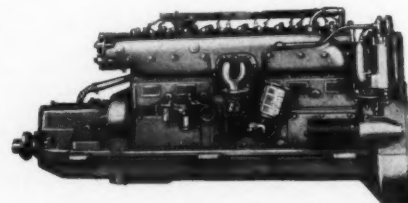
Edwin Seaberg of The Wharf Machine & Electric Co., Inc., located at 263 Northern Ave., at the Boston Fish Pier, has just returned from a trip to the United American Bosch factory in Springfield with the announcement of his appointment as an official sales and service station for the company's Diesel products for Boston and vicinity.

Mr. Seaberg has been closely associated with Bosch Diesel equipment for several years, having made many highly successful installations in Boston and vicinity. The appointment places the company in a position to render a more complete service than heretofore, as they have added a full equipment of special tools and testing equipment necessary for servicing the Bosch Diesel products. The Bosch line covers a wide range of fuel injection equipment, including pumps, nozzles and filters, for Diesel engines of all sizes, from the smallest one cylinder engines up to the huge multi-cylindere power plants of ocean-going freighters and liners.

Mr. Seaberg has a wide acquaintance among the fishing fleet of Boston and vicinity, and has been supplying their equipment needs for the past twenty years. In addition to the Bosch line, his company is the distributor for the Lister Ruston Diesel engines, and is doing general machine and marine electrical and Diesel service work.

Kermath Sea-Farer "Six"

THE Sea-Farer "Six" is a large sized Kermath of 678 cubic inches built for heavy duty work in large sized fishing boats, ferries and tugs up to 50 feet in length. At top engine revolutions of 1,800 rpm this motor delivers 158 horsepower. The latest design coupled with dual ignition, special lubrication system of the double pump type, and seven bearing crankshaft are a few of the features which make for extreme dependability and decidedly low cost upkeep.



Kermath Sea-Farer "Six"

NEW LOW COST POWER FOR COMMERCIAL CRAFT!

★ This brief message is addressed to those men who get their living from the sea. Dependability, rugged day-in, day-out performance, plus the economy of low first cost and even lower cost operation are prime needs for fishermen and operators of commercial boats.

The largest range of power sizes ever built and actually designed for your own particular needs is available. They're built to fit. That's why it will pay you big dividends to specify a Kermath.

Factory Re-Manufactured Motors: We have from time to time factory guaranteed motors—like new—at big savings. Write, specifying your needs.

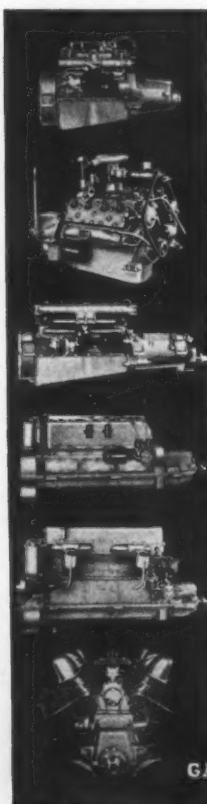
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5896 Commonwealth Ave., Detroit, Michigan

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New 1935
40 page
catalog.

KERMATH

A Kermath Always Runs

GASOLINE AND DIESEL ENGINES





The famous "Morrissey".

Full Color Picture of the "Morrissey" Free to Fishermen

THE Columbian Rope Company, located at Auburn, N. Y., will give to any fisherman who writes for it, a copy of Captain "Bob" Bartlett's famous schooner, the *Morrissey*. Neither Captain "Bob" nor his vessel are unfamiliar to readers of the ATLANTIC FISHERMAN. Practically every fisherman will recall his expeditions to North East Greenland, and the construction of the Peary Monument at Cape York. Captain Bartlett first became a nationally known celebrity when he was master of the ship which carried Peary on his journey to the North Pole in 1909.

Last year, Captain Bartlett wrote a book, "Sails Over Ice", published by Charles Scribner's Sons of New York, in which he tells, in his own salty manner, the stories of many of his adventures. It is really the biography of the faithful *Morrissey* and how she has taken him to many very dangerous places, but has always brought him back safely.

The picture, which the Columbian Rope Company will give any fisherman requesting a copy, is printed in full colors, and is a reproduction of Warren Sheppard's painting of this gallant schooner. The Columbian Rope Company are extremely interested in the exploits of Captain "Bob", because he has always insisted upon equipping the *Morrissey* with Columbian.

Texaco Officials Predict Record Boating Season

AFTER an extensive business survey of the Southern States, J. G. van Santvoord and J. P. McHugh, Marine Sales Division of The Texas Company, recently returned to New York City. Their trip took them to virtually every port and navigable waterway on the Atlantic and Gulf Coasts, as far West as Texas.

Both Texaco officials were definitely pleased with business conditions and expressed the opinion that if boating activity in the South is any indication, and they believe it is, this Summer should be a record boating season in Northern waters.

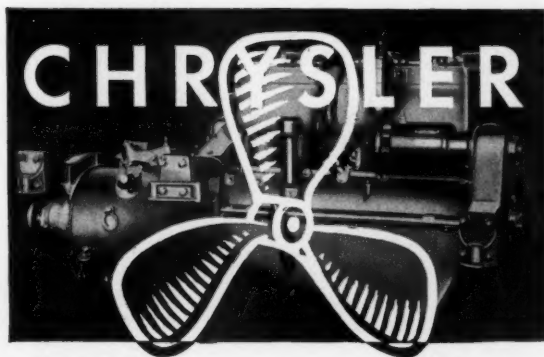
Hill Diesel Appoints Distributors

SUTTER Brothers with Offices and Show Rooms at 47 Great Jones Street, and Boat Yard and Service Department at Gerritsen Beach, Brooklyn, have been appointed Hill Diesel Marine distributors for the New York territory.

Sutter Brothers are carrying, beside several Hill marine engines, a full stock of repair parts, covering all current and obsolete models of Hill Diesel engines, and their service men have been thoroughly trained in Hill Diesel service work.

William Mulheron of 11 Broadway, New York, well known in marine equipment circles, has been appointed distributor for Hill auxiliary Diesel equipment.

Karl Eigen, Hill Diesel factory service representative, is devoting his time in the interests of the two above distributors.

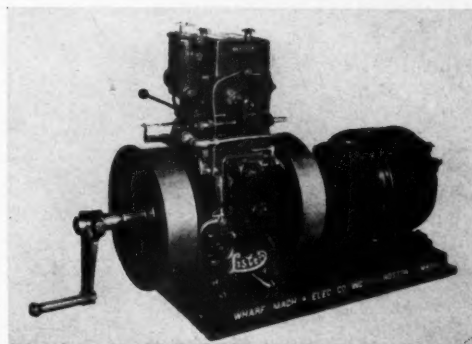


This Chrysler Ace Turns a Big Wheel at Small Cost • This compact

six-cylinder engine with $2\frac{1}{2}$ to 1 built-in reduction gear for only \$635 will swing a big wheel in a manner comparable with engines costing several times as much. *Save weight, space, first cost, and operating cost with a Chrysler Ace.*



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MICHIGAN**



Auxiliary generating set consisting of 7 h.p., 1000 r.p.m. Lister engine directly coupled to a 3 k.w., 32 volt Diehl generator.

LISTER DIESEL ENGINES dual compression

**Full Diesel 4-cycle, cold starting, marine
auxiliary and propulsion engines
from 3 to 104 h. p.**

Adequate service and skilled labor, and complete stock of parts always on hand.
Ask for complete specifications and demonstration.

**Authorized Bosch and American Bosch
Diesel Sales and Service**

WHARF MACHINE and ELECTRIC COMPANY, INC.
263 Northern Ave. At the Boston Fish Pier Boston, Mass.
Specialists in Diesel Engine and Marine Electrical Repairs

FORD CONVERSION PARTS**Models A and V8**

Lowest priced, properly marine engineered and guaranteed. It costs no more to buy the best.

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Install it under your compass and do the compass correcting yourself.

Just the thing for motor, fishing and work boats.

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New York**Hathaway Machinery Co.**

**Original
Flax Packed**

STERN BEARINGS**New Bedford, Mass.**

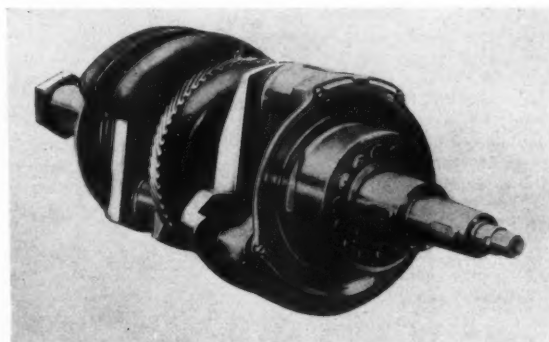
**Essomarine Containers Awarded
First Prize**

THE gold medal, emblematic of first prize in the metal container group, was awarded to Penola Inc., for its containers for the Essomarine line of marine lubricants in the All-America Package Competition conducted by the magazine MODERN PACKAGING.

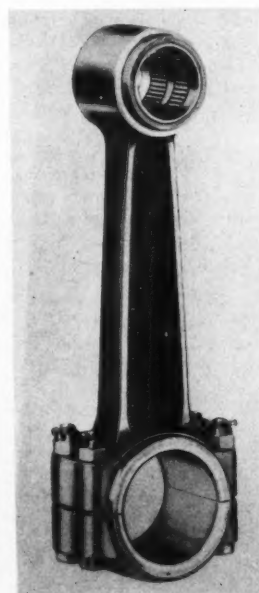
The Essomarine metal containers were designed by William J. O'Neil, a commercial designer retained by McCann-Erickson, Inc., advertising agency, which had in hand the redesigning of the entire line of products containers for its client, the Standard Oil Company of New Jersey.

The Essomarine containers competed against 83 entries which were evaluated on the basis of appearance, sales value and construction value. Appearance included not only design, balance and harmony, but also size, shape, typography, illustration, color, style, originality and appeal.

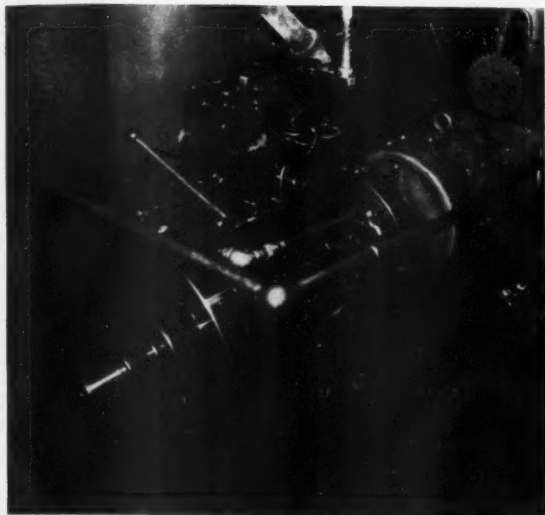
Penola Inc., an affiliate of the Standard Oil Company of New Jersey, introduced the Essomarine line of lubricants only last year. Since that time a comprehensive distribution of these products has been effected. Included in the Essomarine line are engine oils, underwater gear lubricant, gear oil and waterproof cup grease, all of which are packaged in metal containers of various sizes and shapes. Each container employs the basic design of red letters on white backgrounds, with blue borders.



Crankshaft on the Bolinders 50 hp. engine, complete with SKF roller bearings. Each of the self-aligning double roller bearings weighs 15 lbs. The diameter of the shaft is 3 3/4 ins. The complete weight of the shaft with bearings is 270 lbs.



Bolinders connecting rod assembly, with the new type SKF double needle roller bearings for the wrist pin end, and the very large size Babbitt-lined crankpin bearing, which is held by four bolts.



The 14 hp, dual compression $4\frac{1}{2}$ in. bore, $4\frac{3}{8}$ in. stroke, 1,000 rpm Lister engine installed by the Wharf Machine & Electric Co., Inc. of Boston on the trawler "Boston", owned by the Massachusetts Trawling Co.

Linen Thread Co. N. Y. Office

THE New York office of The Linen Thread Co., Inc., is now located in the Lincoln Building, 60 East 42nd Street, New York City. This is a convenient location being opposite the Grand Central Station. The netting store and office are at 33 Fulton Street, New York City.

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The rugged BB-FOUR 40-55 h.p. Red Wing illustrated is typical of the reliability and stamina demanded by the Commercial Fisherman from his marine engine. Bore and stroke of $4\frac{1}{2}$ " x 6" affords power to turn a real working propeller, and the economy of operation is especially gratifying.

18 other gasoline type Red Wings 4 to 125 h.p. and 5 Fuel-Oil models 30 to 200 h.p. Write for complete details.

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Fish, Boats, Engines, Gear and Supplies

WANTED

Shoal draft sloop or schooner 38 ft. to 45 ft., good condition. Reasonable. Advise price, equipment and details. Address—Louis P. Booz, 263 Madison Ave., Perth Amboy, N. J.

A boat about 40 ft. suitable for a dragger. Address Box A, ATLANTIC FISHERMAN, Goffstown, N. H.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

Fishing boat, 48 ft. x 12 ft. 6 in. x 6 ft., 50 hp Palmer engine. Now fishing. Price very reasonable. Make offer. H. Reiter, Box No. 196, Greenport, N. Y.

Oyster dredge *Paul Raymond*. Length 50 ft., width 13 ft., 6 in., depth 3 ft. 6 in. Southard & Whealey, 234 Grand Avenue, Baldwin, L. I., N. Y.

75 H.P. C-O engine rebuilt and in perfect condition with some extra heads. Good buy. Sorensen's Shop, Fernandina, Florida.

27 ft. boat, new hull, without engine. Address B. F. Warner, Kennebunkport, Maine.

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We have a number of used marine engines and offer these at bargain prices. 3-150 hp. Write for details. Rapp-Huckins, Inc., 138 Beverly St., Boston, Mass.

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